



Pauanui Beach Aerodrome (NZUN)



Operations Manual

Last Updated:

June 2016

Introduction

Should there be any ambiguity between the Pauanui Beach Aerodrome (NZUN) Operations Manual and Civil Aviation Rule's, operators must comply with the CAR's.

Disclaimer

While every effort has been made to ensure the accuracy of all information in this document, the changing nature of aviation requirements could see sections of this publication subject to change.

Availability

This document is available on the Pauanui airfield web site at <http://www.tcdc.govt.nz>

Complaints Procedures

Complaints should be made in writing to Thames-Coromandel District Council.

Public Relations

In the event of an accident or incident at Pauanui Beach Aerodrome all media requests for information or comment should be referred to the affected organisation, Thames-Coromandel District Council (TCDC) or to the Civil Aviation Authority (CAA) without further comment.

Note: A Pauanui Airfield Emergency Plan for immediate response information in case of accident or emergency is being formulated and will be available for download from the website.

Administration and Control

Thames-Coromandel District Council (TCDC)

The Thames Coromandel District Council is the owner and operator of the Pauanui Beach Aerodrome.

Address: Thames-Coromandel District Council
Private Bag
Thames

Telephone: (07) 868 0200

Fax: (07) 868 0234

Civil Aviation Authority New Zealand Regulation CAR 91.127(b) states:

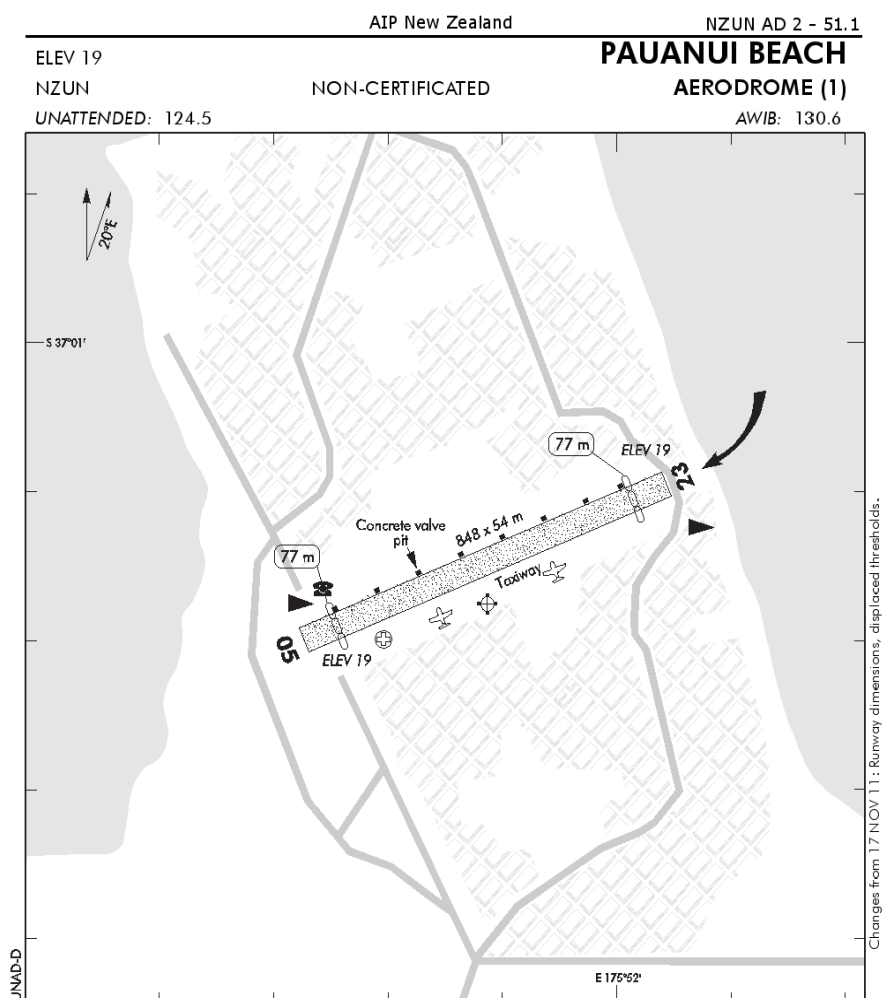
No person may operate an aircraft at an aerodrome unless -

(1) that person complies with any limitations and operational conditions on the use of the aerodrome notified by the aerodrome operator

TCDC is the aerodrome operator and this Operations Manual is notification of the limitations and operational conditions for Pauanui Beach Aerodrome (NZUN).

Overview

Pauanui airfield (NZUN) splits the coastal township of Pauanui Beach. It is a grass strip of 848 metres total length (fence to fence at centre line) and 694 metres runway length (between threshold markers at centre line) x 54 metres runway width and has an area for taxiing on the southern side. Signposted aircraft parking areas are located at either end of the airfield and a passenger pick-up and drop-off area is located on the western end at the airfield office. The Pauanui Village centre with cafes and other facilities is within two minutes walking distance to the south west of the airfield.



1. Grass on sand base erodes in dry weather. Where possible, pilots should keep to grassy areas. Full strip width available.
2. Circuit: RWY 05 — Left hand RWY 23 — Right hand
3. Park nose in and as close to south boundary as possible to avoid side clearance infringement.
4. Noise abatement — due to the proximity of residents, aircraft movements should be avoided before 0730 LMT.
5. AWIB 130.6 MHz, activated by 4 transmissions.
6. **CAUTION:**
 - Moderate to severe turbulence and windshear can be expected in S, SE and NW winds.
 - Model aircraft flying may take place at any time, often in the evenings.
 - While pedestrian traffic is prohibited on the airfield, people often ignore the warnings. Pedestrians and dogs may cross or stray onto the airfield at any time, especially during the evening.
 - Vehicles may be on the airfield at various times carrying out routine inspections and grass mowing.

(continued)

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Effective: 4 APR 13

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PAUANUI BEACH
AERODROME (1)

PAUANUI BEACH
AERODROME (2)

- North edge of the runway strip has a line of eight concrete valve pits 1.5 m in diameter protruding 200 mm above the surface. The runway strip edge is 6 m from the fenceline to avoid the valve pits.
- Aerobatics are often conducted between Shoe Island and Slipper Island.

Effective: 19 SEP 13

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PAUANUI BEACH
AERODROME (2)

Non-Certificated Aerodrome 1 NM SE of Tairua

**PAUANUI BEACH
OPERATIONAL DATA**

NZUN

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:30	1:40	
05 23	Gr	ESWL* 1140	6	Nil	848	771			771

*ESWL restricted to 910kg in wet conditions.

LIGHTING

Nil

FACILITIES

Flight office and vehicle car parking located on the southern side of the airfield at 9 Harvard Court, Pauanui. For access to the flight office please contact the Operator on Tel (07) 868 0200.

SUPPLEMENTARY

Operator: Thames-Coromandel District Council
 Tel (07) 868 0200
 Email lorna.price@tcdc.govt.nz
 Web www.tcdc.govt.nz

D Pauanui Beach aerodrome is available for general use without the permission of the operator.

Landing fees:

Private aircraft

Per day \$10.00
 Per annum \$100.00

Commercial aircraft

One landing \$20.00
 Two landings \$40.00
 Per day \$50.00
 Per annum \$900.00

Payment options for landing fees:

- (a) An honesty box is available at the airfield flight office for cash/cheque payments
- (b) By cheque to: Thames-Coromandel District Council, Private Bag, Thames

Invoicing/administration fee \$25.00 per invoice.

The aerodrome is fully irrigated with subsurface drip lines. Aircraft screw/anchor tie-downs can only be used in designated areas.

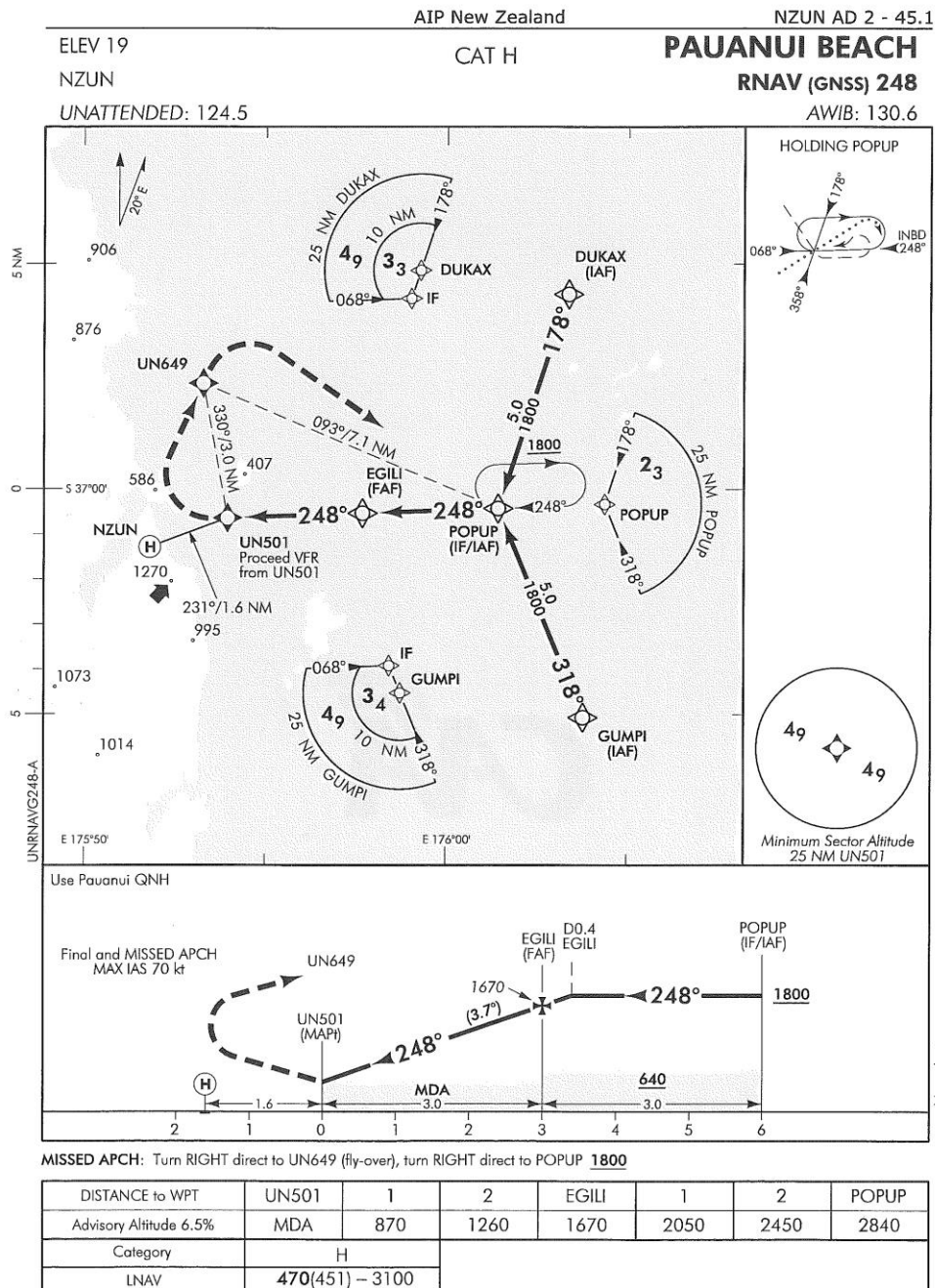
Effective: 17 SEP 15

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**PAUANUI BEACH
AERODROME**

Pauanui Beach IFR

- New CAT H RNAV (GNSS) approach



Effective: 26 MAY 16

© Civil Aviation Authority

PAUANUI BEACH
RNAV (GNSS) 248

Terrain

There is high terrain to the south of the aerodrome and rising terrain to the west toward the Hikuai Valley and Coromandel ranges.

Significant Weather

Weather conditions are generally favourable throughout the year.

The surface can be soft after heavy rain and during winter months in some areas of the airfield, particularly in the area between the western end threshold marker and the end of the western end of the airfield.

In conditions where light south-westerly winds prevail, mid afternoon sea-breeze conditions can create a situation where tail winds occur at both ends of the runway. Awareness of the windsocks on final approach is recommended.

Prevailing easterly or south easterly winds produce low cloud and drizzle which may remain for 2-3 days.

Moderate northerly or southerly winds flowing over buildings and through the trees to the north/south of the runway will produce mechanical turbulence and wind-shear on final approach to both runway 05 and 23.

At any time of the year however, but particularly between June and October, in airflows from north through east to south east, low cloud and poor visibility is common inland of the coast.

Operational Threats

Bird Hazard

Pauanui Beach with its coastal location is subject to a significant number of birds throughout the year. Pilots should exercise caution at all times.

Aircraft congestion

The high density and variety of fixed wing, helicopter, parachute and glider operations during the summer season requires increased awareness and special care when operating at this airfield.

Many aircraft transit between Whitianga and Tauranga passing Pauanui Beach via the coast or overhead and all transmit on 124.5 MHz. Be disciplined on the radio and never assume that other aircraft in the area have you in sight.

A particularly good lookout and listen out is required as with a high density of traffic and a busy radio a significant threat of midair collision or near miss exists.

Terrain and Mechanical Turbulence

Pauanui is surrounded by high terrain from north through west to the south. Mount Pauanui dominates, rising to over 1200 feet within 1 nm to the south of the airfield.

In light westerly conditions, it is not uncommon to encounter tailwinds on both ends of the runway when the afternoon sea breeze takes effect. A southerly airflow will create moderate to severe turbulence and unpredictable wind directions at the airfield. High terrain rises to nearly 1200 feet to the north west and nearly 3000 feet to the west and south west.

CAUTION

In prevailing west or north-west winds, there are often significant downdrafts at the eastern (beach) end of the runway. Northerly winds often produce turbulence on short finals for runway 05 caused by large trees and buildings.

GROUND THREATS

GROUND THREATS

Pedestrians/Golfers

While every attempt is made to keep pedestrian traffic from crossing or walking out onto the airfield, inevitably people may take the "short cut" to get to the other side. Golfers from the golf course on the northern side of the airfield may stray on to the airfield to retrieve golf balls. Keep a good look out for pedestrians at all times but particularly over summer holiday periods. Visibility in the early morning or late evening makes identification of pedestrians on the airfield very difficult.

Underground Irrigation System

An underground irrigation system has been laid under the grass runway that incorporates a network of drip lines that are fed by valve heads. These valve heads are located on the northern edge of the runway and sit proud of the ground along with the associated meter cabinets. Whilst they are low to the ground, they can be taxied into or landed on if aircraft are too close to the northern edge of the airstrip. All taxiing is to be conducted on the southern side of the strip where possible.

Thames-Coromandel District Council contractors are required to maintain the irrigation system and valve pits, and access the airfield to undertake this work. They operate in vehicles that have an orange rotating hazard light on top and keep a good lookout for aircraft if required to cross the runway.



Valve Heads

Whilst they are low to the ground, they can be taxied into or landed on if aircraft are too close to the northern edge of the airstrip. All taxiing is to be conducted on the southern side of the strip where possible.

Airfield Mowing

Mowing of the airfield is undertaken once monthly, on week days only. The tractor has an orange rotating hazard light on top and the operator maintains a good lookout for aircraft. Do not land if mowing is in progress. A NOTAM is issued to advise pilots when mowing is being undertaken.

General Operations - Fixed and Rotary Wing

Arrival

From time to time NOTAMS will be issued for Pauanui Beach aerodrome. AVGAS or JET A-1 is not available in Pauanui

In the unlikely event of a short notice airfield closure, a list of close alternatives are listed below:

	Hdg (oM)	Dist (NM)	Freq	Atis	Elev (ft)	Rwy (oM)	Rwy (m)	Fuel
Tauranga	138	42	118.3	126.6	13	07/25	1825	BP
Thames	222	17	124.5		5	05/23	607	Shell
						14/32	1012	
Waihi	150	25	124.5		4	13/31	640	None
Whitianga	302	15	124.5		12	04/22	1165	Shell

Local Airspace

Pauanui Beach aerodrome (NZUN) is surrounded by uncontrolled airspace from SFC to 950ft. Seasonally within that airspace there can be many aircraft movements and a variety of different operations including gliding, parachute dropping, NORDO aircraft, aerobatics and formation flying.

It is busy airspace and demands a high standard of lookout and radio discipline.

Aerodrome and Weather Information Broadcast (AWIB)

Pauanui Beach aerodrome (NZUN) has an AWIB that transmits on 130.6 MHz. To initiate the AWIB, depress the transmit button four (4) times in quick succession. The information currently transmitted consists of the following: Surface wind (speed and direction), temperature, QNH and dew point.

Transiting aircraft

Significant numbers of aircraft transit the coastline adjacent to Pauanui beach travelling to NZWT or south toward NZTG. It is recommended that transiting aircraft maintain a good listen-out and broadcast position, altitude and intentions clearly. To help with traffic flow, where possible southbound aircraft should stay seaward of the coast and transit at 1500 feet and northbound aircraft should transit on or inland of the coast at 2000 feet.

Joining Procedures

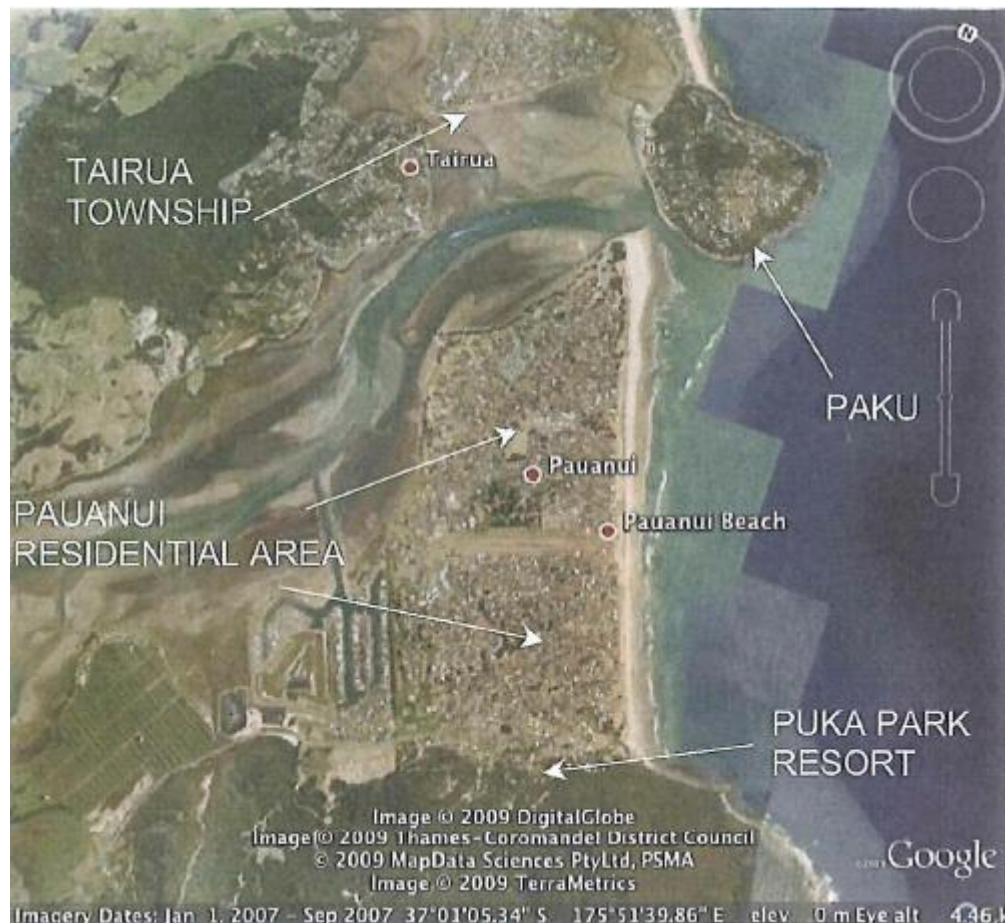
Joining traffic is to give way to established circuit traffic at all times. If traffic density is high, a standard overhead rejoin is recommended. All NORDO aircraft are to join via a standard overhead rejoin. All formations joining via a Buzz and Break should do so in a level break not below 1000 feet.

Traffic Priority

Emergency aircraft, gliders, parachutes, others - CAR 91

Noise Abatement

The unique location of the aerodrome in the middle of the township and seasonal high population of non-residents demands a "FLY FRIENDLY" approach at all times. Aircraft operators should give every consideration to minimising the effects of noise on residents and sensitive areas shown below. The main noise sensitive areas are Tairua township to the north, Paku Hill, Puka Park Resort and residential areas of Pauanui Beach. Where possible over-flying these areas should be avoided.



Noise Sensitive Areas in Pauanui Beach

During the summer months the ground is very dry and dust is a constant problem. Avoid blowing dust and wash from propeller or rotors when starting up, running up or maneuvering aircraft near to residential housing adjacent to the aerodrome.

Circuit Procedures

Established circuit traffic always has priority over aircraft transiting the area or joining the circuit. The runway 23 circuit is right hand. The runway 05 circuit is left hand. All circuits are flown to the north side of the airfield.

Taxiing

After landing, clear to the south side of the runway. Taxiing aircraft should give way to aircraft vacating the runway into the taxi area.



Taxiing Areas

Aircraft and Helicopter Parking Areas

Parking of aircraft is available on the south side of the taxiing areas (see above). Do not park on private sections or property except with prior approval from the owner. To avoid damage from dust and stones, avoid parking near the east and west run-up areas. Parking can be a premium during the summer months so please park efficiently. When parking, be careful not to block resident hangar/house owners access.

Passenger Pick-up and Drop-off

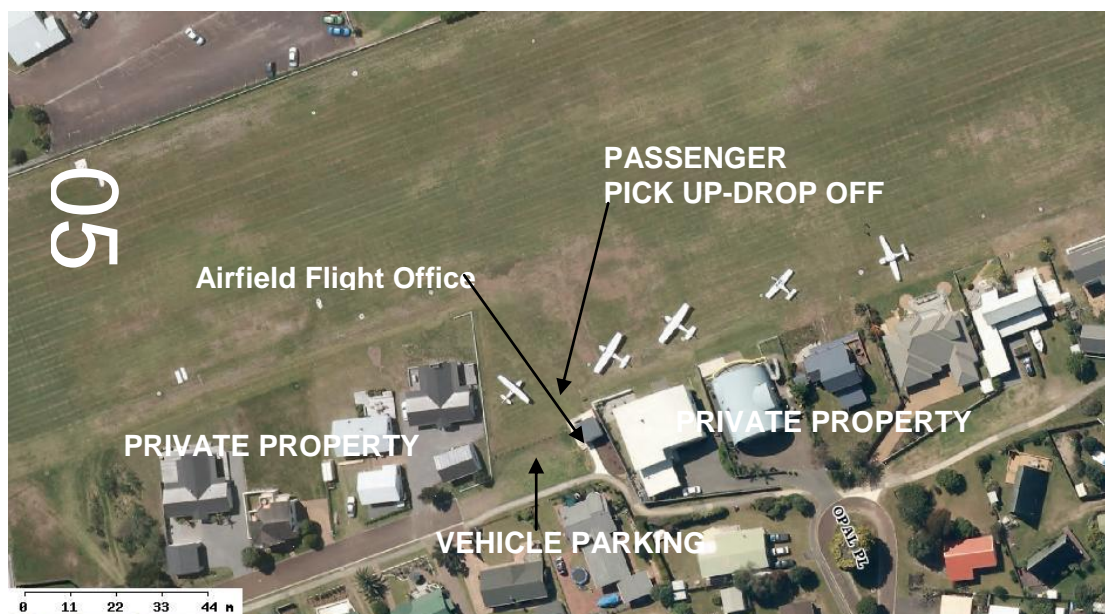
From time to time, particularly in the holiday period, passengers will be picked up and dropped off at Pauanui airfield. The designated pick-up and drop-off area is on the south side of the runway (see below). Due to the proximity of other aircraft which can be starting and/or taxiing, extreme caution should be exercised to ensure safety is preserved.

DANGER

At all times exercise extreme caution when escorting passengers to or from aircraft in the parking area.

Vehicles are to be parked in the areas designated below and baggage/people transported to aircraft. Vehicles are not to be driven through private property to gain direct access to aircraft in the parking area. This risks damage to parked aircraft from vehicles and is hazardous to passengers when aircraft are starting and taxiing around them.

Helicopters are not to land and shutdown, or land for the purpose of pick up or drop off of passengers on the northern side of the runway. They are blocking the operational area of the grass runway. They are to use the designated pick-up and drop-off area.



Passenger Pick-up and Drop-off

Landing fees

Landing fees are payable at the Pauanui airfield office by the passenger pick up and drop off point.

Fees are currently set as follows:

Private users (residents and non-residents)

Per day/landing	\$ 10.00
Per year (per aircraft)	\$100.00
Invoicing Administration fee (per invoice)	\$ 25.00

Commercial users

Per landing	\$ 20.00
Two landings	\$ 40.00
Per year (per aircraft)	\$900.00
Invoicing Administration fee (per invoice)	\$ 25.00

Payment options for landing fees:

1. Honesty box: An honesty box is available at the airfield office for cash/cheque payments.
2. By cheque to: Thames-Coromandel District Council, Private Bag, Thames
3. Online payments to: Thames-Coromandel District Council
Bank account number 01 0455 0090620-00

With the following information to appear on the bank statement:

Pilot surname	Example
the word	Pauanui
and the word	Airfield

A recording system is installed and operational which monitors aircraft movements into and out of Pauanui Beach aerodrome.

Security

Due consideration should be given for security of your aircraft. Do not leave valuables in the cockpit areas particularly in the busy holiday period. Pauanui is subject to strong windy conditions at times and picketing of aircraft and fitting control locks when unattended is recommended.

Departures

Flight Planning

There are limited resources for flight planning at Pauanui. The airfield office is available for pilots to use, but a cell phone will be required to lodge or terminate flight plans.

Curfew

To minimise noise, a curfew is imposed between the hours of 1930 and 0730 hours local time. Emergency aircraft can operate at any time.

Engine Run-Up

Engine run-ups are to be conducted at the designated run up areas. There are two designated run up areas adjacent to either end of the airfield; the west run up area and east run up area. In keeping with the NZCAA 'FLY FRIENDLY' policy, all aircraft should be positioned for the engine run up in such a way that propeller blast will have a minimal effect on private residential housing adjacent to the runway.

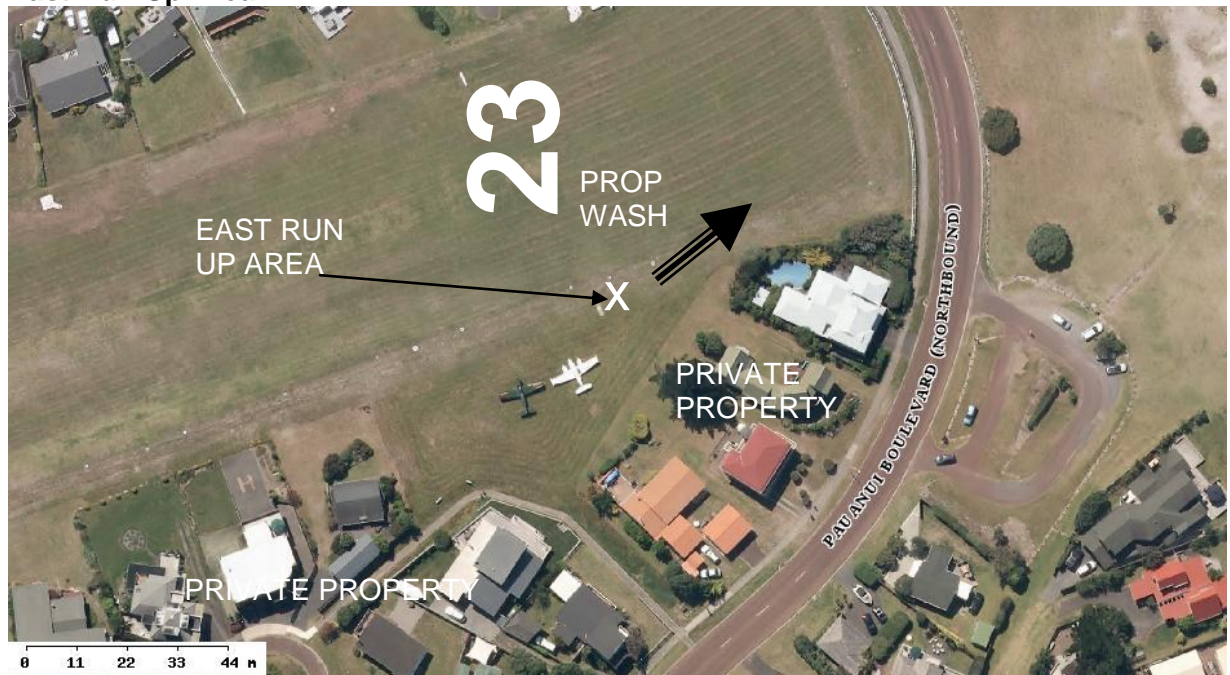
West Run Up Area



CAUTION

Aircraft with low propeller clearance are advised to exercise extreme caution when taxiing to and into the take off position short of the threshold of runway 05 as the ground is uneven. The surface can be soft after heavy rain and during winter months, particularly in the area between the threshold of runway 05 and the end of the western end of the airfield.

East Run Up Area



Take-off Considerations

After take-off, conducting an early turn rather than continuing flight over water is recommended, particularly in adverse weather conditions. The wearing of a life preserver is highly recommended.

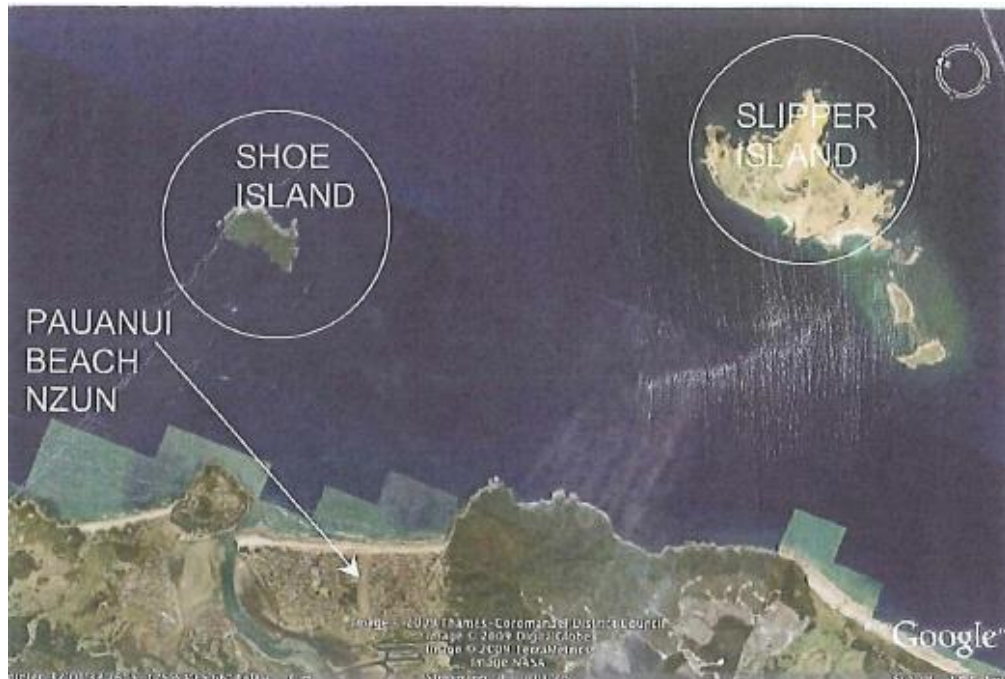
Specific Operations

Formation Flying

Formation flying is a regular summer feature of aviation at Pauanui. All formation flying is to be conducted in accordance with established formation procedures as approved by the Operator.

Aerobatics

There are three main areas that are used for aerobatics. Shoe and Slipper Island are used



Aerobic Areas: Shoe and Slipper Island

From time to time, aerobatics may be conducted down to 500 ft off the coastline of Pauanui Beach when there is no traffic in the circuit or transiting aircraft. In all cases, lateral clearance from built up areas and minimum heights commensurate with low-level aerobatic approvals will be observed.



Aerobic Areas: Off the coast of Pauanui Beach aerodrome (NZUN)

Gliding

All gliding operations are to be conducted in accordance with established procedures and are to be approved in writing by TCDC.

Parachute Jumping

All parachute jumping operations at Pauanui Beach aerodrome (NZUN) are to be conducted in accordance with established parachute jump procedures. Operations are to be approved by TCDC and will be notified by NOTAM.



Parachute Jumping DZ

Flying Training

Intensive flying, particularly circuit training will result in significant and repetitive noise which makes Pauanui Beach aerodrome unsuitable for flying training.

In all cases any flying training will be treated as a commercial venture subject to commercial landing fees and is only to be conducted subject to the approval in writing from TCDC.

Fixed Wing (Powered Aircraft)

On simulated forced landings, glide approaches and simulated engine failure after take-off maneuvers, keep the flight path away from buildings.

Rotary Wing

Helicopters with noisy characteristics should use take off techniques consistent with safety to achieve 400 feet AGL prior to crossing the airport boundary.

- Helicopter pilots are to observe the following:
 - Houses should not be used as reference points for training or other maneuvers.
 - Hover training is not permitted.
 - Helicopters arriving or departing the airfield are to remain aligned with the extended centre line.
 - In dry conditions, be aware of creating nuisance dust problems with adjacent housing.

IFR

- • New CAT H RNAV (GNSS) approach

Emergency Procedures

Rescue Fire

Call 111 in the event of any emergency. A comprehensive Emergency Plan is being formulated and will be promulgated on the Pauanui airfield website when completed.